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22917	7590	01/11/2006	EXAMINER	
MOTOROLA, INC. 1303 EAST ALGONQUIN ROAD IL01/3RD SCHAUMBURG, IL 60196			MANCHO, RONNIE M	
			ART UNIT	PAPER NUMBER
			3663	

DATE MAILED: 01/11/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

<b>Office Action Summary</b>	<b>Application No.</b>	<b>Applicant(s)</b>	
	10/782,989	WALKER, JAMES A.	
	<b>Examiner</b>	<b>Art Unit</b>	
	Ronnie Mancho	3663	

**-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --**  
**Period for Reply**

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

#### Status

- 1) ☒ Responsive to communication(s) filed on 17 October 2005.
- 2a) ☒ This action is **FINAL**.                      2b) ☐ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

#### Disposition of Claims

- 4) ☒ Claim(s) 1-52<sup>62</sup> is/are pending in the application.  
4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) 62 is/are allowed.
- 6) ☒ Claim(s) 1-52<sup>62</sup> is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

#### Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on \_\_\_\_\_ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

#### Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).  
a) ☐ All    b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
  2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
  3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).
- \* See the attached detailed Office action for a list of the certified copies not received.

#### Attachment(s)

- |  |   |
|--|---|
| 1) <input type="checkbox"/> Notice of References Cited (PTO-892)   | 4) <input type="checkbox"/> Interview Summary (PTO-413)<br>Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)                                   | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152)             |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)<br>Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____  |

## **DETAILED ACTION**

### ***Specification***

1. Applicant is reminded of the proper content of an abstract of the disclosure.

A patent abstract is a concise statement of the technical disclosure of the patent and should include that which is new in the art to which the invention pertains. If the patent is of a basic nature, the entire technical disclosure may be new in the art, and the abstract should be directed to the entire disclosure. If the patent is in the nature of an improvement in an old apparatus, process, product, or composition, the abstract should include the technical disclosure of the improvement. If the new technical disclosure involves modifications or alternatives, the abstract should mention by way of example the preferred modification or alternative.

The abstract should not refer to purported merits or speculative applications of the invention and should not compare the invention with the prior art.

Where applicable, the abstract should include the following:

- (1) if a machine or apparatus, its organization and operation;
- (2) if an article, its method of making;
- (3) if a chemical compound, its identity and use;
- (4) if a mixture, its ingredients;
- (5) if a process, the steps.

Extensive mechanical and design details of apparatus should not be given.

*The applicant's abstract is prior art as indicated in the statements thereof.*

### ***Claim Rejections - 35 USC § 112***

2. The following is a quotation of the second paragraph of 35 U.S.C. 112:

Art Unit: 3663

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

3. Claim 10, 23, 35 are rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

In amended claims 10, 23, 35, 53 “a sound produced upon engagement of a turn signal selector associated with the vehicle” is indefinite and not clear.

Claims 10, 23, 35, 53 are in conflict. That is the applicant claims “automatically illuminating or activating at least one turn signal indicator upon receipt of a turn notification signal”. On the other hand, the applicant also claims that the turn notification is produced when a signal selector (also known to be electromechanical) is engaged. Therefore, this limitation negates the claimed ““automatically illuminating or activating at least one turn signal indicator” on the claimed vehicle.

#### ***Claim Rejections - 35 USC § 102***

4. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

5. Claims 1- 6, 8-19, 21-40, 43-51, 53-62 are rejected under 35 U.S.C. 102(b) as being anticipated by McCarthy et al (US 2001/0039475).

Art Unit: 3663

Regarding claim 1, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose a method for notifying of an upcoming turn in a vehicle traveling along a route, comprising:

electronically generating a turn notification signal upon electronically determining that the vehicle is approaching a turn along the route (abstract, sec. 001, 0012, 0016, 0019); and

automatically illuminating at least one turn signal indicator associated with the vehicle in response to the turn notification signal, wherein the turn signal indicator comprises an indicator proximate to an instrument cluster on a dashboard of the vehicle (abstract, sec. 001, 0012, 0016, 0019).

Regarding claim 2, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, wherein generating the turn notification signal comprises determining the location of the vehicle relative to the location of the turn.

Regarding claim 3, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 2, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 4, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 2, wherein determining the location of the vehicle relative to the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

Regarding claim 5, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, wherein generating the turn notification signal comprises use of a server in wireless communication with the vehicle.

Art Unit: 3663

Regarding claim 6, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, wherein the turn signal indicator is independently activatable by a driver of the vehicle (e.g. driver turns power on).

Regarding claim 8, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, further comprising audibly broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 9, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 8, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 10, McCarthy et al (as best understood) disclose the method of claim 8, wherein the audible turn notification emulates a sound produced upon engagement of a turn signal selector associated with the vehicle (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019).

Regarding claim 11, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, further comprising allowing the driver to override the automatically illuminated turn signal indicator.

Regarding claim 12, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, further comprising disabling the illumination of the illuminated turn signal after the vehicle has passed the turn.

Regarding claim 13, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, further comprising illuminating a turn signal indicator which is external to the vehicle in response to the turn notification signal.

Art Unit: 3663

Regarding claim 14, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose a method for notifying of an upcoming turn in a vehicle traveling along a route, comprising:

electronically generating a turn notification signal upon electronically determining that the vehicle is approaching a turn along the route; and

automatically illuminating at least one turn signal indicator associated with the vehicle in response to the turn notification signal, wherein the turn signal indicator is external to the vehicle (figs. 1&2).

Regarding claim 15, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein generating the turn notification signal comprises determining the location of the vehicle relative to the location of the turn.

Regarding claim 16, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 15, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 17, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 15, wherein determining the location of the vehicle relative to the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

Regarding claim 18, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein generating the turn notification signal comprises use of a server in wireless communication with the vehicle.

Art Unit: 3663

Regarding claim 19, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein the turn signal indicator is independently activatable by a driver of the vehicle (e.g. turning on the power).

Regarding claim 21, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, further comprising audibly broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 22, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 21, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 23, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 21, wherein the audible turn notification emulates a sound produced upon engagement of a turn signal selector associated with the vehicle.

Regarding claim 24, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, further comprising allowing the driver to override the automatically illuminated turn signal indicator.

Regarding claim 25, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, further comprising disabling the illumination of the illuminated turn signal after the vehicle has passed the turn.

Regarding claim 26, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein the at least one turn signal indicator is proximate to front and/or rear bumpers of the vehicle.



Art Unit: 3663

Regarding claim 27, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein the turn signal indicator is proximate to a side view mirror.

Regarding claim 28, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method for notifying of an upcoming turn in a vehicle traveling along a route, comprising:

electronically generating a turn notification signal upon electronically determining that the vehicle is approaching a turn along the route; and

automatically illuminating at least one turn signal indicator associated with the vehicle in response to the turn notification signal, wherein the turn signal indicator is independently activatable by a driver (e.g. turning on the power of the turn signal indicator) of the vehicle using a turn signal selector.

Regarding claim 29, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein generating the turn notification signal comprises determining the location of the vehicle relative to the location of the turn.

. Regarding claim 30, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 29, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 31, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 29, wherein determining the location of the vehicle relative to the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

Regarding claim 32, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein generating the turn notification signal comprises use of a server in wireless communication with the vehicle.

Regarding claim 33, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, further comprising audibly broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 34, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 33, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 35, McCarthy et al (as best understood) disclose the method of claim 33, wherein the audible turn notification emulates a sound produced upon engagement of a turn signal selector associated with the vehicle (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019).

Regarding claim 36, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, further comprising allowing the driver to override the automatically illuminated turn signal indicator.

Regarding claim 37, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, further comprising disabling the illumination of the illuminated turn signal after the vehicle has passed the turn.

Regarding claim 38, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein the at least one turn signal indicator is proximate to front and/or rear bumpers of the vehicle.

Art Unit: 3663

Regarding claim 39, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein the turn signal indicator is proximate to a side view mirror.

Regarding claim 40, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein the turn signal indicator is proximate to an instrument cluster on a dashboard of the vehicle.

Regarding claim 43, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method for notifying of an upcoming turn in a vehicle traveling along a route, comprising:

electronically generating a turn notification signal upon electronically determining that the vehicle is approaching a turn along the route; and

automatically illuminating at least one turn signal indicator associated with the vehicle in response to the turn notification signal, wherein the turn signal indicator is substantially within the line of sight of a driver of the vehicle.

Regarding claim 44, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, wherein generating the turn notification signal comprises determining the location of the vehicle relative to the location of the turn.

Regarding claim 45, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 44, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 46, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 44, wherein determining the location of the vehicle relative

Art Unit: 3663

to the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

Regarding claim 47, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, wherein generating the turn notification signal comprises use of a server in wireless communication with the vehicle.

Regarding claim 48, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, further comprising audibly broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 49, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 48, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 50, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, further comprising allowing the driver to override the automatically illuminated turn signal indicator.

Regarding claim 51, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, further comprising disabling the illumination of the illuminated turn signal after the vehicle has passed the turn.

Regarding claim 53, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system for notifying of an upcoming turn in a vehicle comprising:

traveling along a route;

a controller for receiving a command for issuing a turn notification signal, wherein the turn notification signal indicates that the vehicle is approaching a turn along the route; and

Art Unit: 3663

at least one turn signal indicator for receiving the turn notification signal, wherein the turn signal indicator is automatically activated upon receipt of the turn notification signal, and wherein the turn signal indicator is at least one selected from the group consisting of:

an indicator proximate to an instrument cluster on a dashboard of the vehicle;

an indicator external to the vehicle; and

an indicator reflected from a windshield of a vehicle.

Regarding claim 54, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, wherein the turn notification signal is generated by determining the location of the vehicle relative to the location of the turn.

Regarding claim 55, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 54, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 56, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 54, wherein determining the location of the vehicle relative to the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

Regarding claim 57, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, further comprising a turn signal selector for allowing a driver of the vehicle to independently activate the turn signal indicator.

Regarding claim 58, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, further comprising at least one speaker for audibly

Art Unit: 3663

broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 59, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 58, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 60, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, wherein the controller and the turn signal indicator are coupled through a vehicle bus.

Regarding claim 61, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, wherein the controller is directly coupled to the turn signal indicator through a dedicated path.

Regarding claim 62, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, wherein the external indicator is proximate to at least one position selected from the group consisting of a hood of the vehicle, a bumper of the vehicle, a windshield of the vehicle, a side of the vehicle, and a hood ornament of the vehicle.

### ***Claim Rejections - 35 USC § 103***

6. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

Art Unit: 3663

7. Claim 7, 20, 41, 42, 52 are rejected under 35 U.S.C. 103(a) as being unpatentable over McCarthy et al in view of Tonar et al (US 2004/0160657).

Regarding claims 7, 20, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the invention as described above, but did not mention a turn signal indicator that is independently activated by a driver by manipulating a lever. However, Tonar et al (fig. 12, sec. 0230) teach of a method for notifying of an upcoming turn in a vehicle traveling along a route, wherein a turn signal indicator is independently activatable by the driver by manipulating a lever coupled to a steering column in the vehicle.

Therefore, it would have been obvious to one of ordinary skill in the art of displaying navigation signals in a vehicle to modify the McCarthy et al device as suggested by Tonar for the purpose indicating to other motorist that a driver of a host vehicle is going to change lanes.

Regarding claim 41, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, but did not disclose a lever as a turn signal actuator. However, Tonar et al (fig. 12, sec. 0230) teach of a method for notifying of an upcoming turn in a vehicle traveling along a route, wherein the turn signal selector comprises a lever.

Therefore, it would have been obvious to one of ordinary skill in the art of displaying navigation signals in a vehicle to modify the McCarthy et al device as suggested by Tonar for the purpose indicating to other motorist that a driver of a host vehicle is going to change lanes.

Regarding claim 42, Tonar et al disclose the method of claim 41, wherein the lever is coupled to a steering column.

8. Claim 52 is rejected under 35 U.S.C. 103(a) as being unpatentable over McCarthy et al in view of Winters (US 2003/0162572).

Art Unit: 3663

Regarding claim 52, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, but did not disclose that at least one turn signal indicator (which is guidance) is reflected from a windshield of a vehicle. However Winters (sec. 0018, 0020, 0037) teaches of other forms of displaying guidance information in a vehicle, wherein at least one turn signal indicator is reflected from a windshield of a vehicle.

Therefore, it would have been obvious to one of ordinary skill in the art of guidance information display to modify the McCarthy device as taught by Winters for the purpose providing an integrated information management platform.

### ***Response to Arguments***

9. Applicant's arguments filed 10/17/05 have been fully considered but they are not persuasive.

10. The applicant is arguing that the prior art does not disclose the limitation ““automatically illuminating or activating at least one turn signal indicator.....”, etc. In response, the examiner disagrees. The 112 rejections have to be overcome. In addition, it is believed that the prior art anticipates that claims as cited in the sections above. Therefore, there is no need to repeat the cited sections of the prior art.

It is believed that the rejections are proper and stand.



***Conclusion***

11. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire **THREE MONTHS** from the mailing date of this action. In the event a first reply is filed within **TWO MONTHS** of the mailing date of this final action and the advisory action is not mailed until after the end of the **THREE-MONTH** shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than **SIX MONTHS** from the date of this final action.

***Communication***

12. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Ronnie Mancho whose telephone number is 571/272/6984. The examiner can normally be reached on Mon-Thurs: 9-5.

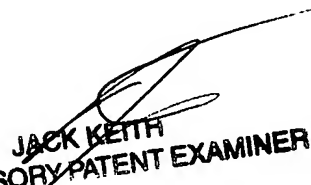
If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Jack Keith can be reached on 571/272/6878. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

Art Unit: 3663

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

Ronnie Mancho  
Examiner  
Art Unit 3663

1/8/06

  
JACK KEITH  
SUPERVISORY PATENT EXAMINER